



Paul R. LePage
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

January 14, 2016
Subject: Winch Assembly Repl.
State WIN: 018473.00
Location: **Various Locations**
Amendment No. 2

David Bernhardt
COMMISSIONER

Dear Sir/Ms

The following question has been received:

Question: On Pg. 64 it states that the Contractor shall guarantee work for 5 calendar days after the replacement of each unit is complete and accepted. The Federal requirement on Pg. 135 states the guarantee is one (1) year. Please clarify what the guarantee period is for this project.

Response: The Special Provision on page 64 supersedes the Federal requirement on page 135.

Question: Will the winch be full of oil when shipped out of Augusta?

Response: Yes.

Question: Is the Department supplying all of the oil for the winch gear and planetary gears?

Response: Yes.

Question: Please provide as built plans of the transfer bridges at the various ferry terminals.

Response: A PDF of the MDOT plans will be available on the MDOT website.

Question: Please define the nature and extent of "other incidental work" as stated in the "Notice to Contractors".

Response: Any work not described in the contract document but is directly related to the scope or the winch assembly replacement project.

Question: Please define the components involved in the "winch assemblies".

Response: The winch assembly is a 4' X 6" X 4.5" electric winch which lifts and lowers the ramp at the eight (8) designated locations.

Question: Is it required to drain the oil form the transfer case/gear box prior to shipment of the units?



PRINTED ON RECYCLED PAPER

Response: No.

Question: Will refurbished winch units be a completed assembly including all oil & grease?

Response: Yes.

Question: Do the transfer bridges have a mechanism to support the ramp in order to disconnect the winch cables or is this a contractor design/install mechanism?

Response: MDOT has a set of ratcheted bars available at the Dunstan Facility in Scarborough Maine. (Pickup and setup is the responsibility of the Contractor).

Question: If the existing ramps have a support mechanism while winch cables are disconnected, what additional load is allowed on the ramp in this temporary support condition?

Response: No other loads except for contractor work activities.

Question: Please confirm that all winch assemblies are identical and interchangeable at the various transfer bridges.

Response: To the best of MDOT knowledge they are identical.

Question: Please provide details of cable connections to the drum.

Response: This information is available on existing plans.

Question: Assuming the winch assemblies are bolted in place, are new bolts required to be furnished for replacement winch assemblies? If so, what type, size, grade, finish, etc. are required?

Response: New bolts are required see PDF of the MDOT plans on website for specifications.

Question: Please confirm that MDOT/MSFS has at least one spare winch assembly.

Response: MDOT currently has one spare winch assembly.

Question: With the ramp in the horizontal position, how much cable is spooled on the drum?

Response: Refer to PDF of the MDOT plans on website for this information.

Question: Reference Special Provision "Specifications of Work to be Performed, Winch Assembly Replacements", page 3 of 4. Please further clarify the statement(s) regarding completion of remedial and extra work requiring the contractor to respond and be on site within two hours of request. Given the relative remoteness of the various sites and considering the work involved at each site is one shift every three weeks, this response time does not seem practical unless it is the Departments intent to expect the contractor's crew to remain in the vicinity of the work site for the entire five day "guarantee period".

Response: The transfer bridges are critical to the operation of MSFS providing service between the mainland and the islands. The Special Provision stands as written.

Question: Please provide details of the machinery enclosure at Lincolnville and proposed method for removal of winch assemblies (i.e. removable wall or roof panels).

Response: There is no machinery enclosure at Lincolnville. All terminals are basically the same.

Question: Specifications indicate all materials provided are to be new. Please identify these materials.

Response: Any material provided by the contractor to remain on the transfer bridge shall be new.

Question: If additional preparations are required prior to the transfer station shutdown, can work be performed during prior nights when the ferry service is not running?

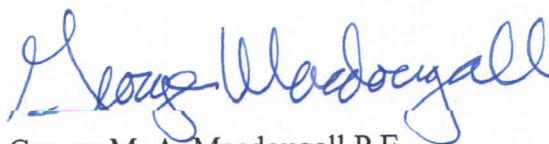
Response: Additional preparations will be accepted, provided at no time will the transfer bridge be inoperative. Also, in lieu of the closure period, the ferry shall not be moved from the berth.

Question: We understand that the counterweight arrangement carry all but 2000 lbs. of the weight of the ramp, the rest is supported by the winch. Which should mean that the temporary support bars, when installed, are designed to carry the full weight of the ramp. With the support bars in place AND the counterweight attached, how much weight can be placed on the ramp at the gantry location? (We think it approximates 70% of the weight of the ramp, which is what?)

Response: Existing plans for the Rockland Ferry Transfer Bridge are on the MDOT web page. All the transfer bridges are identical. The MDOT web page will aid your engineers in these computations.

Consider this change and information prior to submitting your bid on **January 20, 2016**.

Sincerely,



George M. A. Macdougall P.E.
Contracts & Specifications Engineer